

The National

MARCH 2019

Falcon

News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1966 Falcon Ranchero
Jim Boyer
Kansas City, Missouri

ON THE COVER

1966 Falcon Ranchero owned by Mid America Chapter President Jim Boyer (FCA #14864) of Kansas City, Missouri

Our cover shot is a Viper Red 1966 Ranchero with metallic Black Cherry trim. Under the hood is an original 289 and C4 transmission. It has factory power steering and vintage air with an under dash air conditioner unit. In this Ranchero, Jim and Francy have been on many cross country trips, including several FCA Regional and National Meets. *Photo by Janet Wilkerson.*

Use password imFCAiwi! to access technical articles and membership directory.



**CONGRATULATIONS AND WELCOME
TO OUR NEWEST FCA CHAPTER—
INLAND NORTHWEST CHAPTER**

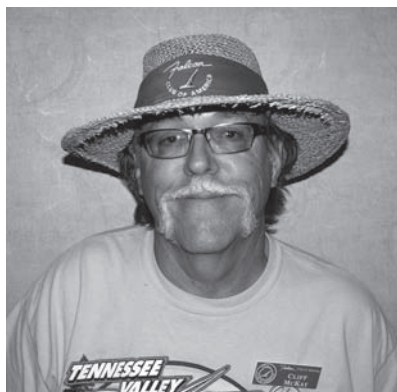
If you would like more information, please contact:

Scott Zimmerman
624 Rocky Road, Ellensburg, Washington 98926
509-929-3790; gitanesteel@yahoo.com

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PRESIDENT'S MESSAGE



Cliff McKay
FCA President

“Again this spring my President’s challenge I’m issuing to all of you—hunt them down, seek them out, and bring them into our flock!”

Are any of you Northeastern members trusting that pesky groundhog to be right on with his prediction? Should we look forward to another six weeks of winter, or will we be blessed with an early start to spring? Here in the midwest we just get used to the challenges of late winter, but we certainly love it when an early spring surprises us. We’re definitely anticipating a spring warmup this year so we can all get out of our houses, stretch, and do some cruising again. Most of our FCA members are already trying to determine where and when their first car shows of 2019 will take place and how to get away, participate in them, and have a great time with friends.

One of the best things I like about early spring months can be getting together for warm garage meets or special chapter projects. Both are great opportunities for our FCA folks to get out and participate in some fun with those fantastic Ford cars and trucks we all love. Fellowship is one of the best rewards for all and our club needs to continue to reach out to those who haven’t heard of the Falcon Club of America and all of its wonderful benefits of membership.

I would again like to challenge each member to not only encourage someone new to join our ranks in 2019, but also visit with those who have faded out of your chapter and see if maybe we can get them back. Our National Club and local chapters can all benefit from returning friends, fresh ideas, and new members this year. Again this spring my President’s challenge I’m issuing to all of you—hunt them down, seek them out, and bring them into our flock!

To help our chapters bring attention to themselves, our Internet Team has developed a basic website starter format that any of our chapters can use to build their own website and have it hosted via our FCA website. Many of our chapters have elected to do this already. It allows a chapter to gain access to social media and be more readily found electronically. If your chapter is interested, please contact either our FCA Internet Director or Webmaster, to see just how simple and reasonably priced it is. Their contact information is on page 27.

Early registration for the 2019 National Meet and early hotel reservations assist the sponsoring chapter with advance funding for event reservations. We also find it gets us some extra clout with the event hotel management. The main hotel is fully booked, but there are condo rentals at the venue still available for our event.

Our Club Store ladies will soon be placing orders for inventory to have this year in Colorado. If you have specific ideas for items you’d like to see, please share it with them. I would also like to thank them for all they do, as well as the members who volunteer to help them at our events!

I sure hope the groundhog is right and we all have a mild spring. Have fun working safely on those Falcon and Ranchero projects. See you in July in Winter Park, Colorado! Take care and Falcon on!

—Cliff McKay (FCA #7987)
Peck, Kansas

Travel IS Better With Friends

Six Metro Detroit Falcon Club members decided that it would be fun to caravan their Falcons to the Ohio Valley Chapter Regional. They decided to travel highways rather than expressways. It made the trip a longer distance and would require more time, but it was agreed that the trip would be more enjoyable. Caravan members included David & Jo Lau, Gordon & Carol Leslie, Gene & Joan Johnson, Wally Peterson, Jerry Richards and Larry Shovan. The route they chose was M-12 west to US-127, then south to Greenville, Ohio, and OH-49 south to Dayton. Fueled and ready, they departed Ypsilanti with high expectations that it would be a carefree trip. That soon was about to change.

First challenge. Gordon's car was showing loss of oil pressure so everyone pitched in to help. After checking oil level and for leaks, they discovered a loose wire was the culprit. The engine was topped off with a little more oil and they were underway again.

Second challenge. David Lau pulled over with a high-water temperature indication. This one was not as simple as the first challenge. Coolant was actually squirting out near the timing cover/engine block area. The actual leak was difficult to see. One member had a gallon of anti-freeze and another had several bottles of water. After cooling off, David's system was topped off, but the problem was still there—just not as severe.

When David Lau faced a pro lem with his water temperation, a band of diagnosticians from his FCA chapter came to his rescue and to help him find a solution to his overheating problem.



Larry Shovan suggested they find a WalMart and get some Bar's Leak with Liquid Copper Block and Radiator Sealer. As luck would have it, Jo Lau found a WalMart within 1.3 miles. With a prayer and a promise, they headed to WalMart where the needed supplies were purchased. It seemed the Bar's Leak was working and with seventy miles to go, they again headed out. David kept a sharp eye on his water temperature knowing that the fix was only temporary.

On the last leg of the trip they encountered a local Ohio police officer who warned them of severe storm warnings in the area that included high winds, heavy rain and hail. They decided to chance it and move on with the hope they could avoid the storm. They drove through several miles of heavy rain and strong winds but fortunately no hail. They were happy and relieved to finally arrive safely at the hotel in Dayton.

Their next challenge was to locate a repair facility for David's car. It wasn't long before the word got around that help was needed. Regional chapter host John Howard had several local connections and after a couple of calls, David was talking to a local mechanic who agreed to help that night. A short trip across town and the car was delivered to the mechanic. After closer inspection they decided to move the car to the mechanic's friend's garage for the repairs.





METRO DETROIT FALCON CLUB

Under the care of Bobby Jordan, owner of Jordan Motorworks, a new water pump and timing cover gasket was installed and the car was ready for pickup late Friday night. Another quick trip across town and David was again smiling as he inspected Bobby's work. They noticed the new water pump had even been painted to match the old one. Nice attention to detail Bobby. They headed back to the University of Dayton Hotel, ready for the Big Show on Saturday.

All of their efforts paid off. Metro Detroit members had ten Falcons on display at the Regional on Saturday; six of them were presented awards at the Saturday night banquet. Way to go Metro Detroit Falcon Club!

—from an article by Jerry Richards (FCA #5515) of Lake Orion, Michigan, in the *Falcon Express*, the Metro Detroit Falcon Club Newsletter.



Chapter winners (left to right) Gordon Leslie, Lloyd Marschment, David Lau, Jerry Richards, Wally Peterson & Mike Jackson.

Nothing prettier than this flock of Falcons waiting on their food delivery at Sonic Drive-in! Car owners (left to right) – David Lau, Wally Peterson, Larry Shovan, Gene Johnson, Jerry Richards and Gordon Leslie



David Lau's 1964 Ranchero was awarded as the "Marriot Hotel Manager's Choice". In the top "30 Category" was Gordon Leslie's 1965 Sprint hardtop, Lloyd Marschment's 1964 hardtop, Wally Peterson's 1965 Sprint convertible and Jerry Richards' 1963 Sprint convertible. Mike Jackson, a new MDFC member who joined the club in Dayton, owns a 1964 hardtop that was also in the "Top 30" awards.

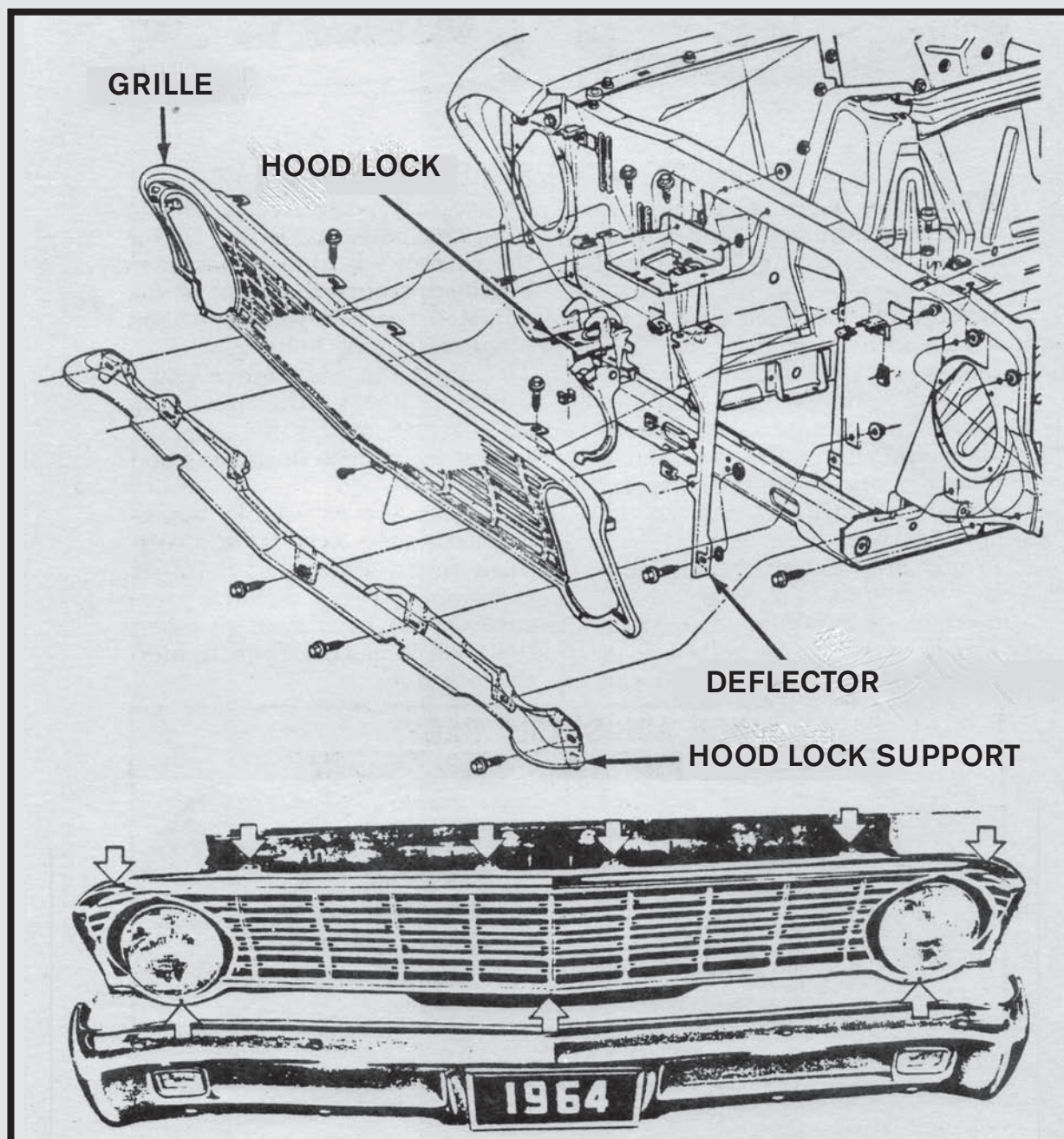


The Metro Detroit members who made the trip to the Dayton Regional included (left to right) – Carlos & Elanda Wentworth, Gordon Leslie, Joan Johnson, Karen Marschment, Gene Johnson, Lloyd Marschment, Jo Lau, David Lau, Jerry Richards, Wally Peterson, Cat Jackson, Mike Jackson, Larry Shovan and Carol Leslie. Larry & Linda Bernhardt are not pictured.

GRILLE REPLACEMENT — FALCON

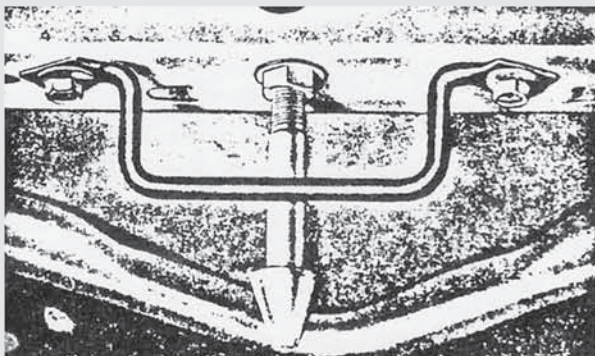
A one piece grille is available for this 1964 Falcon. The ends of the grille completely encircle the headlamps. Here is how to replace the grille:

1. Raise the hood.
2. Remove the headlight rims, grille retaining bolts and/or screws and remove the grille assembly.
3. Position the new grille to the mounting brackets and install the retaining screws.
4. Install the headlight rims.



FALCON HOOD LATCH

New for 1964 model is a single-action hood release. The unlatching lever is located beneath the grille center section.



A partial movement of the lever outward unlatches the hood. An additional movement unhooks the safety latch.



HOOD ADJUSTMENTS

When the hood is improperly aligned or adjusted, hood flutter, rattles, and hard operation will result.

Rubber bumpers are used to assure a snug hood fit. The fixed bumpers on the fenders provide a "nest" into which the hood settles before it contacts the adjustable bumpers. The adjustable bumpers are positioned to exert a slight upward pressure on the hood corners.

Proper fore-and-aft vertical and side-to-side fit is provided at the hood hinge retaining bolt holes. The hood retaining bolts are in elongated holes. The hood can be properly positioned when

the retaining bolts are loose. After the correct adjustment has been obtained secure the hood in the adjusted position with the hood hinge retaining bolts. To adjust the cowl outer panel support, loosen the retaining screws and adjust the support to provide proper fit of the hood at the cowl pad.

To adjust the adjustable bumpers, loosen the lock nut and turn the bumper in or out as required to obtain a slight upward pressure on the hood corners when the hood is closed. Then, tighten the lock nut.

NON-ADJUSTABLE PADS



ADJUSTABLE PADS

Originally published in The Ranchero Club newsletter 03/1992
—Submitted by Wally Tirado (FCA #5178), Plano, Texas



1966 Ranchero (66B)

By the Numbers: Ranchero and Sedan Delivery Production Numbers

I have become quite fascinated with Falcon production numbers. It all started while reviewing the production statistics of the Falcons on the FCA website. Some production numbers were actually inaccurate, others were not provided all.

Recently, I had the most fortuitous email conversation with John Gunnell, the author of “Standard Catalog of Ford.” He graciously provided me detailed

production figures that included (I6 vs. V8) engine production numbers of most Falcon models 1960–1968. Unfortunately, the Ranchero and Delivery statistics did not include those engine figures.

By the end of this series of articles, the production figures will be the most accurate to date. Please do not contact me in advance of the publication of the complete series; I am unlikely to have the complete numbers organized prior to publication. The following is the most accurate production numbers for Rancheros and Deliveries. The last time these numbers were published was in the March of 1981 issue of the *Falcon News*. New to these figures are the 1961, 1962 and 1965 Sedan Deliveries and 1966 Rancheros. In 1967, the Ranchero became part of the mid-size line of Ford cars.

—Wally Tirado (FCA #5178)
Plano, Texas



1960 Tudor Wagon (59A) and a 1960 Ranchero (66A)

Article sources: “Standard Catalog of Light-Duty Ford Trucks 1905–2002” by John Gunnell; “The Production Figure Book for U.S. Cars” by Jerry Heasley



1964 Ranchero (65A)
FORD PRESS PHOTO



1962 Sedan Delivery (78A)
FORD PRESS PHOTO

The previous “By the Numbers” article on top ten rarest Falcons [November 2018 issue] contained two error/clarifications that need to be made. First, the 1964 Tudor Futura–Bucket Seats [62C] produced 212 units. It should have been number seven (#7) on the Top Ten list, dropping all others down one place. The 1965 Sprint Convertible–Bucket Seats [76D] would be number ten (#10). Next, the most produced model ever was the 1960 Fordor Deluxe Sedan [58B] with 122,732 units. The 58B of 1961 was the most produced model of that year. We apologize for the error.



1964 Tudor Futura–Bucket Seats (62C)
FORD PRESS PHOTO



1960 Ranchero is shown in front coming down the line at the FoMoCo Milpitas Assembly Plant.

1960–66 RANCHERO AND SEDAN DELIVERY PRODUCTION

YEAR	BODY	MODEL	SEAT	PRODUCTION
1960	66A	Ranchero	Standard Bench	21,027
1961	66A	Ranchero	Standard Bench	20,937
1961	78A	Sedan Delivery	Standard Bench	1,988
1962	66A	Ranchero	Standard Bench	20,842
1962	78A	Sedan Delivery	Standard Bench	1,568
1963	66A	Ranchero	Standard Bench	12,218
1963	66B	Ranchero	Deluxe Bench	6,315
1963	78A	Sedan Delivery	Standard Bench	925
1963	78B	Sedan Delivery	Deluxe Bench	113
1964	66A	Ranchero	Standard Bench	9,916
1964	66B	Ranchero	Deluxe Bench	7,165
1964	66H	Ranchero	Deluxe Bucket	235
1964	78A	Sedan Delivery	Standard Bench	776
1964	78B	Sedan Delivery	Deluxe Bench	98
1965	66A	Ranchero	Standard Bench	10,539
1965	66B	Ranchero	Deluxe Bench	7,734
1965	66G	Ranchero	Standard Bucket	16
1965	66H	Ranchero	Deluxe Bucket	990
1965	78A	Sedan Delivery	Standard Bench	649
1965	78B	Sedan Delivery	Deluxe Bench	112
1966	66A	Ranchero	Standard Bench	9,480
1966	66B	Ranchero	Deluxe Bench	11,038
1966	66D	Ranchero	Deluxe Bucket	1,242

CHAPTERS BY REGION

PACIFIC REGION

Regional Director Monte Brachmann
923 SE 73rd Ave., Vancouver, WA 98664
360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER BAKERSFIELD, CALIFORNIA

Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar-Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA

Ralph Garcia, Redwood City, CA
650-368-2841 (daytime)
650-281-3697 (cell)
goldengatefalcons.com
Meet second Saturday odd months

INLAND NORTHWEST CHAPTER ELLENSBURG, WASHINGTON

Scott Zimmerman
624 Rocky Roadm Ellensburg, WA 98926
509-929-3790; gitanesteel@yahoo.com
See montereybayfalconclub.com for meeting info.

MONTEREY BAY CHAPTER MONTEREY BAY, CALIFORNIA

Taj Dufour
120 Via Vinca, Santa Cruz, CA 98060
831-438-8268
See montereybayfalconclub.com for meeting info.

RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON

Roger Moore
5523 South Avon Street
Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly Jan-Nov
Go to rainierfalcons.com for more information.

RIVER CITY FALCONS CHAPTER SACRAMENTO, CALIFORNIA

John Roman
910 Cottonwood Street,
Woodland, CA 95695
530-383-4734
Meet second Saturday monthly, 12:00 PM
Round Table Pizza, 1566 Howe Ave., Sacramento

SONOMA COUNTY FALCONS FOR FUN CHAPTER, SANTA ROSA, CALIFORNIA

Greg Allen
1515 Maria Place, Rohnert Park, CA 94928
707-478-6324
Meet first Thursday monthly

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue, Simi Valley, CA 93063
805-583-4403
Meet second Sunday even numbered months, Hill Street
Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

NORTH CENTRAL REGION

Regional Director Jack Ellis
17860 168th St., Basehor, KS 66007
816-806-1806

BEEF STATE CHAPTER

Rodney Gerdes
807 Elmhurst Dr., Papillion, NE 68046
402-306-2507
Contact rgerdes4@cox.net for details

GATEWAY CHAPTER ST. LOUIS, MISSOURI

Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER

Tom Washburn
16675 Orchard Valley Dr., Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER

Charles T. Mans
P. O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY

Jim Boyer
jlbtmac357@gmail.com; 816-806-5102
Meet first Thursday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS

Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495
Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER

Gordon Leslie
12300 Churchill Ave., Southgate, MI 49195
734-225-1067
Meet first Sunday bi-monthly, Southgate Holiday Inn, 17201
Northline Road, Southgate, MI 48195

GREATER OZARKS CHAPTER

Currently inactive. For Club information, contact
Regional Director Jack Ellis, 816-806-1806

SOUTH WESTERN REGION

Regional Director Todd Gaudin

19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607; toddgaudin@yahoo.com

ALAMO CHAPTER, SAN ANTONIO, TEXAS

Kevin and Georgia Hicks
325 Sollock, Devine, Texas 78016
830-708-9293
georgia.hicks@sbcglobal.net
Meet second Sunday monthly at the
Pig Stand, 1508 Bdwy., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS

Kevin Bice
702 Barton Blvd., Austin, Texas 78704
hub@capitalcityfalcons.com
512-879-1653
capitalcityfalcons.com
Meet third Saturday monthly; time and location vary.
Contact garybrubaker@hotmail.com or call for details.

HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

Ryan Murphy, 940-300-3788
ryan_murphy_1981@yahoo.com
307 W. Locust, Whitewright, TX 75491
Meet second Saturdays of even months only.

NORTHEAST TEXAS CHAPTER

Currently inactive. For Club information,
contact Regional Director Todd Gaudin
281-467-4607; toddgaudin@yahoo.com

SOONER STATE CHAPTER OKLAHOMA CITY, OK

Jordan Mixon
jordanmixon@hotmail.com
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS

Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110
Meet second Saturday monthly. Prince's Drive=in, 6:00
PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER HOUSTON, TEXAS

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
Check thirdcoastchapter.com or call to verify.

MOUNTAIN REGION

Regional Director Kent Whisenand Jr.
7190 W 24th Place, Lakewood, CO 80214
720-480-4910; kw65falcon@gmail.com

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur
Flagstaff, AZ 85014
928-527-1056

Meet second Saturday except June, July, August;
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Jim diZerega
1221 Rue Court,
Ft. Collins, CO 80526
970-266-0888
Meet third Friday monthly, 303-857-9360

WILD WEST FALCONS CHAPTER

Ted Boothroyd
2247 Perona Ct.,
Grand Junction, CO 81503
970-314-2498
Chapter is currently inactive.

SOUTH CENTRAL REGION

Regional Director Mike Sigler
14475 S Big Hill Rd., Gulfport, MS
228-596-9160

FOUNDERS CHAPTER, CABOT, ARKANSAS

Sandy Meir
131 Ballard Road, Cabot, AR 72023
501-628-2898
Meet second Saturday monthly; 501-605-1370

SOUTHERN COAST FALCONS CHAPTER PENSACOLA, FLORIDA

Lou Kosa,
1 Pinetree Dr.,
Gulfbreeze, FL 32610
850-293-1131
Meetings TBA

GULF STATES CHAPTER GULFPORT, MISSISSIPPI

Mike Sigler
14475 S. Big Hill Road
Gulfport, MS 39503
228-596-9160
Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road, Gallatin, TN 37066
615-452-0321
Meet monthly. Call for dates and location.

BLUEGRASS CHAPTER, LOUISVILLE, KY

Currently inactive; for Club information, contact
Regional Director Mike Sigler, 228-596-9160

FRONTIER CHAPTER, PARIS, ARKANSAS

Ben Norris, 1000 1st St.,
Bonanza, AR 72916 • 479-639-6735
Meetings TBA

BON TEMPS CHAPTER, LOUISIANA

Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769 • 225-445-4488

NORTH EASTERN REGION

Regional Director John Howard
3955 Tolbert Rd., Trenton, OH 45067
513-312-8799

ERIE CANAL CHAPTER, AURORA, NEW YORK

Mike Barren
1310 E. Blood Rd.
Cowlesville, NY 14037
Meetings TBA

HOOSIER CHAPTER GREENWOOD, INDIANA

Dan and Jan Brancolini
2112 Wood Stream Dr.
Avon, IN 46123 • 317-374-3580
Meet first Sunday monthly; Edwards Drive-In,
2126 S. Sherman Dr., Indianapolis, 317-418-8301

KEYSTONE CHAPTER CARLISLE, PENNSYLVANIA

Jeff Wied, 2593 Hill Rd.
Green Lane, PA 18054 • 215-234-8833
Meetings TBA

NORTHEAST CHAPTER RI, CT, MA, VT, NH, ME

Rick Bowes, 245 S. Main St.
Coventry, RI 02816 • 401-823-1059
Meet third Saturday monthly; check website
for location and time.

OHIO VALLEY CHAPTER TRENTON, OHIO

John Howard
3955 Tolbert Rd.
Trenton, OH 45067 • 513-312-8799
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA

Al Inglis, 44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
Meetings TBA

SOUTH EASTERN REGION

Regional Director Dave Wagner
7111 Wolftever Landing Dr., Harrison, TN
423-243-3525
65Sprint@baldwinpines.com

CAROLINAS CHAPTER, NORTH CAROLINA

Tony Honeycutt
200 Suburban Ave NE Concord NC 28025
704-453-0699; Exeasy_98@yahoo.co
Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER CAMDEN, DELAWARE

Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834; steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Bobby Chester
706- 867-9475
2617 Camp Wahsega Rd.
Dawsonville, GA 30053
twosprints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Bill Shira
433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990; shirawd@aol.com
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA

Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442; vwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

David Wagner
7111 Wolftever Landing Dr.
Harrison, TN 37341
423-243-3525
65Sprint@Baldwinpines.com
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER MIDLOTHIAN, VIRGINIA

Terry Critser
1212 Outspring Road
Chesapeake, VA 23322
757-646-3222; 62bluefalcon@cox.net
Meet second Sunday of March, June, September,
December. See website for locations.



C'MON DOWN TO H-TOWN! APRIL 5-6, 2019



The Third Coast Chapter of the Falcon Club of America will be hosting the Texas Regional April 5-6, 2019. The Holiday Inn Express & Suites in Tomball, Texas will be our host hotel for the event. Tomball is located in the northwest part of Harris County in the Houston metropolitan area.

Tomball was named after Thomas Henry Ball, an attorney for the Trinity & Brazos Valley Railroad, who convinced the railroad to run the line right through the heart of this new settlement on its way to delivering goods to the Galveston ports. Soon after, people came in droves to this new train stop. Today, the historic Old Town Tomball district includes charming antique and home décor shops, boutique clothing stores, quaint restaurants and cafes, a train depot, museum and park.

The Relics by the Railroad Center, also in Old Town Tomball, contains over 10 specialty shops and the Whistle Stop Tea Room, where we will have a Ladies Luncheon on Friday. Close by is the Tejas Chocolate Craftery where you'll find hand-crafted award-winning chocolate and Texas style BBQ. It also happens to be ranked #6 in Texas Monthly's list of top 50 BBQ places in Texas.



2019 TEXAS REGIONAL

The Fire Ant Brew Pub is also Tomball's home for great craft beer and good food. There are many other restaurant choices within close proximity to the host hotel. For those coming in early, there will be a meet-and-greet at Harris County Smokehouse on Thursday. Pizza and ice cream is on the menu Friday night and lunch is provided on Saturday.

Awards will include Top 20, Best Falcon Stock, Best Falcon Modified, Oldest Falcon, Longest Distance Driven (in your Falcon), Youngest Registrant and Ladies Choice. We will also recognize a Diamond in the Rough Falcon (running and driving) and the top Ford-powered non-Falcon vehicle. We will have some great raffle prizes, lots of door prizes and even a car auction for a 1963 Falcon sedan. We hope to see ya'll there!

—Todd Gaudin (FCA #12213)
Cypress, Texas

To register online,
visit our website at
www.thirdcoastchapter.com.

For additional information:
Todd Gaudin
281-467-4607 or
toddgaudin@yahoo.com.



Just some of the unique spots that await you in Tomball, Texas include charming antique and home décor shops, boutique clothing stores, quaint restaurants and cafes, a train depot, museum and park.



FALCONS FOR SALE



1965 Falcon Station Wagon with 351 Ford Windsor engine, Air Flow Research aluminum heads, hydraulic roller cam, and Holly Street Avenger Carb. MSD distributor and ignition 6A box and coil. C4 transmission, Gear Vendors overdrive, Ford nine-inch rear end with 3.50 Tru Trac gears. Gauges for oil, water, volts, vacuum, tachometer, air fuel monitor. Flowmaster mufflers with heat shields. Good tires, good glass and very strong! \$15,000 OBO. All reasonable offers considered. Leon Torgerson, 503-429-7105, leetorger@yahoo.com. OR. 190103



1964 Sprint convertible, original black plate California car with 37,000 miles. Wimbledon White with black interior. Two-time FCA National Class Winner. "My Classic Car" showcase car highlighted it on national television for an entire season. Voluminous FCA Regional, "Hot August Nights" and local judged car show wins. Total restoration including rebuilt engine and automatic transmission, disc brake conversion, complete NOS interior, dash and top. All dash "plastic chrome" redone. Original wood grained steering wheel in perfect condition. All aluminum trim re-anodized and polished. Four row radiator and flex fan. Perfect 14" wire wheel covers. Bumpers, grille, and rear trunk panel all show quality. One of the nicest and original 1964 Sprint convertibles in existence. Located in California and offered at \$32,500. Call 530 913-3705 for more info. 190304

1965 Sprint, \$1,500; 1964 Futura H/T bare body in primer on rolling chassis, \$3,800 with many interior and exterior parts, \$4,800; 1964 Sprint convertible, \$500 for parts; 1964 Futura H/T with comet dash and 302 V8 three-speed, \$1,000. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or cell 636-357-8522 or email jlwbranson@mail.win.org. 190310

My father has gone to an assisted living home and has a 1964 Ford Falcon Sprint 260 V8 four-speed bucket seat convertible we would like to sell. It has been in storage and runs but needs restoration. We feel it is in fair condition. Call if interested. Craig Bergman, 817-727-9279. TX. 190219



1963 Falcon Futura Convertible, red on white, 78,000 miles, three-speed automatic, 200 CI six. Excellent condition and drives well; always parked in a garage. \$15,000. Jane at jisage@sbcglobal.net, 916-489-4933 or 916-607-7773. CA. 190107



1963 Futura convertible—Dependable ride; needs nothing! 170 three-speed. Stock. New interior and top. Painted from bare metal. New Clutch. three-core radiator, larger sway bar, alternator, more. Email for pictures; it was in the April 2016 National Magazine, and two movies. \$20,000 OBO. Mark, 508-280-8046, wecamp1@comcast.net. MA. 180203



1963 Falcon Ranchero, Teal and Pearl, custom airbrushed paint, inside and out. Airbrushed mural on aluminum Tonneau cover, 302 V8, C4 auto, dual exhaust, buckets and console. Chrome Ford GT wheels, Dolphin gauges in Billet aluminum cluster, excellent mechanicals and very solid body. More pictures available. \$19,500. Call Barry, 585-889-4259, Halfpete@Rochester.RR.com. NY. 190112

1963 Falcon Futura convertible, six-cylinder, 144, four-speed older restoration, 75,000 miles. Asking \$7,500. Pictures on request. Call Donald at 732-557-0886. NJ. 190299



1963 Ford Falcon Futura convertible, primed, six-cylinder automatic. Many new parts, \$3,250. Contact Kevin Hicks at Georgia.hicks@sbcglobal.net, 830-708-9293. TX. 180210

1962 Falcon Ranchero six with three-on-the-tree. Car is rough, 100K+ miles, mostly complete, disassembled, no floor, hail damage, original title. \$500 offer or trade. Contact Don at autobodyoc71@gmail.com. CO. 190299



Rare classic 1962 Ford Falcon two-door station wagon street rod. Rust-free Colorado car with new paint inside and outside, new headliner, carpet, radio, upholstery, five-lug wheels, V8, Hurst floor shifter. Re-chromed bumpers, runs great, all glass is good. More pictures on Minneapolis Craigs List. Free storage for the rest of this winter. \$16,500 OBO. Ron 612-719-3060 or ron.lofgren@yahoo.com. MN. 180310

1960 Ranchero, flat black, lots of chrome, 200 ci, C4 automatic. New or rebuilt everything—alt. conversion, good condition. No rust, needs finishing. Asking \$3,500 or best offer. Pictures on request, Len Fierling, 503-630-7547 or fierles77@gmail.com. OR. 180321

1965 Futura convertible, 200/C-4, older restoration, but looks good; Rngoon red paint, w/ black interior, lots of recent mechanical work and great cruiser; \$12,995. 1964 Futura convertible, 200/C4, good runner, mechanically sound, Guardsman Blue, looks good with new driver quality paint, needs interior, \$9,995. 1964 Comet 202 four-door wagon project, 170, three speed, neat options including interior light group plus the “M” gas cap. \$3,495. 1963 Falcon four-door Deluxe, project; 170, three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995.

1962 Falcon Sedan Delivery project, RARE. Later model 200, “big” three-speed floor shift, LR ¼ damage, price includes two full L/R quarter panels \$2,995. 1951 Ford two-door Sedan; Flathead V8, overdrive, rewired, lots of recent work, runs good, needs paint/body work, some mechanical, \$6,995. Please call/email Lenny Kellogg at Kellogg’s Garage with your needs, lpbroadband.net or 970-593-1964. CO. 190314



1954 Ford Tudor Ranch Wagon, 390 +.030 FE, top loader, four-speed Hurst shifter, 9” rear 3:50 posi., 31 spline, six-foot ladder bars, 20 spoke 15x4 Kelsey Hayes, 15x10 molded cheater slicks, 1955 Ford truck front axle, disc brakes, Holley 750, Edelbrock intake, Custom paint with gold leaf lettering, and so much more. \$26,000. Don Waters, 816-739-5570. MO. 180302

PARTS FOR SALE

Lots of parts for 1960–65 Falcons including rear curved glass for station wagon, doors, windows, fenders, hoods, trunk lids and chrome. Nice 1965 Mercury Caliente grille. Inner and outer windshield chrome, vent windows with chrome, side moulding for 1963/1964/1965. Much more. Bob, 806-683-3550. TX. 190299

Used performance radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use; can be improved, with cap, \$130; Ring and Pinion gear set for 8.7 Ford Rear, C9AZ-4209-C, for the rare 8.7” rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of ’73-’77 Ford Granada, Mercury Monarch and Lincoln Versailles, \$140. Original 1986-93 Ford aluminum manual trans. bellhousing, E6ZR-6394-AA, fully functional, with minor cosmetic blemishes, just removed from vehicle, may have had a bolt crack repaired, clutch eyelet tab had been trimmed to fit in a Falcon, but remains fully operational, \$90. 12 volt small block starter, stock style, came from manual transmission T5 vehicle restored in 2006, used occasionally for recreation use only, \$35. Items worked fine when pulled from vehicle; photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com. NJ. 180300

1965 200 cubic inch six cylinder engine. Strong running when pulled for a V8. Complete, includes radiator. Best offer for a good home. Fred Weideman frweideman@gmail.com, or 626-390-2050. Pasadena, CA. 190318

—Continued on page 18



Our 1965 Sprint

My love affair with Falcons began in 1960 as a teenager in Chattanooga, Tennessee. My mother was looking to replace her old Chevy and I had read about and seen pictures of the “New Falcon.” I convinced her to check them out. All the 1960s models had been sold, but we both test drove a little, baby blue, two-door Deluxe, which she bought and drove home. I was in the Air Force at the time and happened to be driving that Falcon while home on leave when I met Mary. She liked me—and the Falcon—so one year later we were married and began looking to replace my old, worn out Sunliner. We fell in love with a slightly used 1965 Futura convertible on a used car lot in Biloxi, Mississippi. Since the payments would be \$5 more than we had

been paying, we had to move out of our air-conditioned apartment to a cheaper one that had no air conditioning!

After getting a job with IBM, we moved back home to Chattanooga and I drove that little Prairie Bronze Falcon over 150,000 miles until a guy ran a stop sign and totaled my baby. Since they no longer made Falcons or convertibles, we were forced to buy a Mustang, then a Maverick, then a Torino, then a Mustang II. Lastly we owned two 1986 Mustang GTs—a convertible and a liftback. While living in Florida in 1992, we saw a sweet Futura convertible at the Saturday Night Cruise at Old Town in Kissimmee. The lady wasn’t interested in selling it to us, but told us about the Falcon Club of America. We joined the club and discovered the



Convertible

Suncoast Chapter. We then began our search for what I had always wanted—a replacement Falcon. We attended our first FCA National in Knoxville, Tennessee, but we found none for sale while we were there.

While looking for that perfect replacement Falcon, we saw a 20-foot, red Futura convertible on a used car lot on our way to work in Tampa. Not “the one,” but the price was right, so we decided to get it and fix it up while we would continue to search for the “perfect car.”

While attending the 1994 Nashville FCA Regional in that little red Falcon, we saw pictures of a 1965 Sprint convertible that Melvin (of Melvin’s Classic Ford Parts) had for sale. We realized this was a rather rare Bird. It was one of 300 1965 Falcon Sprint convertibles

produced, and someone had told us that in that group, there were only three triple black ones. The first owner lived in Georgia, and although it had had two additional “owners,” I would be only the second owner to title and drive the car. Mary insisted I buy the car and we stopped by Melvin’s shop in Georgia on the way home and sealed the deal. Now we were faced with how to get it home to Plant City, Florida. “No problem,” said our good friend Joe Stowe. He took his car trailer to Georgia and brought our “perfect car” home to us. She only needed some minor brake work and a new exhaust system due to “aging”. Over the years, she’s been painted and gotten a new top, air conditioning and a few cosmetic

—Continued on page 20

CLASSIFIED ADVERTISING

—Continued from page 15

1963 "Dog Dish" hubcaps, 14" wheels, \$90. 1963-64 260-289 generator mount, \$35. 1963-65 260-289 distributor, \$20. 1963-65 V8 air cleaner, \$40. 1965 289 heads, \$70. 1964-66 V8 three-speed trans., duel bolt pattern, \$125. 260-289 standard cranks core, \$30. Roger Kosecki, 3201 Church St., Saginaw, MI 48604. 190318

Dagenham four-speed tranny for six-cylinder, includes bellhousing and shifter; shifter missing one rod, \$300 firm. NOS rocker arm shafts for 144-170, \$50 each. NOS 260 emblem C4DZ-16228-C, \$75. NOS glove compartment lock set, fits 1964-65 Falcon, Mustang, C4DZ-6206081-A, \$70. NOS C8DZ-13450-A tail light in box, fits either side, \$100. To the man who called me on new wood steering wheel, I apologize for not being able to talk. Call me and I will explain. More parts, all parts prices plus shipping. John Simone, 413-336-5309. Easthampton, MA. 190319

1968 Ranchero "Y" code running 390 engine and column shift C6 transmission with A/C, P/S, P/DB, exhaust, dash and cowl assembly. The Ranchero was cut off just behind the A pillar/door post; C6 transmission mount is included. I have the title, VIN #8K48Y215129, \$3,500. 1970 Boss 302 heads, cast #D0ZE 6090 A, \$1,600 1970 351 Cleveland 4V heads, 4V closed chamber, cast #D0AE \$800. 1973 351C 4BL open chamber heads, cast #D3ZE, fresh, \$800 pair. 351C 4BL Exhaust manifolds one pair, \$450. 1961 390 tri power set up, \$1,850. 1969 428 CJ motor, \$7,500. C4 B & M "breakaway" torque converter, \$300. 1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1965 289 crankshaft, \$150; valve covers, \$60. 1966 289 heads, cast #C6OE, date codes 5F10 & 5H17, \$200. 1967 289 heads, cast #C6AE, dates 7D18 & 7E2 \$200. 1967 289 exhaust manifolds \$100. 347 stroker kit, \$1,200. 1968-70 428 CJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 190303

Parting 1960-65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. WA. 190318

1960-63 Ranchero right rear quarter panel, C0DB-6627846-E, \$850. 1969-70 right front fender C9DZ-16005-A, \$350. No shipping. Brian Gatzow, 262-781-5392, bdgtzw@aol.com. WI. 190203

Borg-Warner T-10 rebuilt four-speed transmission for 1960 to 1965 Falcon. Eight-bolt main case (wide and narrow pattern) with the correct Falcon shifter tail housing, 28 spline output shaft, totally rebuilt by "Cajun Jon," a reliable re-builder in the southern portion of the United States, it has excellent gears, major rebuild kit utilized (all bearings, brass and small components), new improved shifter sliders (will not jump out of gears). This transmission will bolt to 260 through 351 engines. It can be delivered to the Texas Regional in Houston or the FCA Nationals in Colorado. \$795. Email russell.welty@yahoo.com. TX. 190209

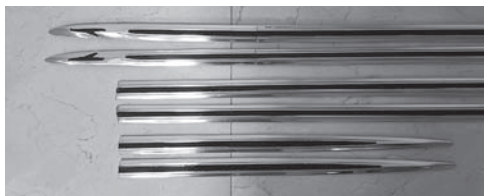
Luggage rack for Falcon or Fairlane through 1965. Very nice condition. \$275 plus shipping. Call Steve, 360-430-0143 WA. 190203

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,499. 1964 NOS headlight assembly, \$300. pair. 1965 NOS headlight assembly, \$300 pair. 1962/1963 NOS Falcon cowl top, \$199. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 backup lamp kit, part #C5DZ-15499-A, hardtop/sedan, \$359. 1965 NOS backup lamp kit, part #C5-DZ-15449-B, wagon/Ranchero, \$399. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. N.O.S. 1964/1965 Falcon Sprint 14" spoke spinner wheel covers, \$500. 1963-65 Falcon Sprint California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon Sprint steering wheel, \$395. 1963-65 Falcon bucket seats, black, useable or recover, \$950. 1963-65 Falcon bucket seats, red, \$1,150. 1963 Falcon/Comet Gold console, \$395. 1963-65 Falcon/Comet four-speed shifter with knob, \$199. 1963/1964 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963/1964/1965 Falcon/Comet six-cyl. valve cover, black or red powder coated, \$125. 1963 Falcon spears, \$100. 1963 Falcon hood scoop, new chrome, \$145. Rare Valvoline bench mat with a 1965 Falcon Ranchero monster truck on it, 20"x17", \$155. More NOS, used and Scott Drake reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 190301

Dagenham four-speed transmission was rebuilt 20 years ago and then sat on shelf. For sale \$400 OBO. John, 201-757-6583. NJ. 190211

From original 1964 Fairlane 260, good used condition: Air cleaner and snorkel, missing original center lid, very minor surface rust, can be refinished (optional aftermarket chrome lid available for add'l \$5; minor surface rust), fits Autolite 2100 2V and 4100 4V carburetors, \$35. Autolite 2100 1.01 C4OF-AK Carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block, \$90. Pair exhaust manifolds with surface rust, driver side broken, missing flange/stud, passenger side appears to have had repair to broken flange/stud, passenger side has heat stove, \$25. Four blade radiator fan C2OA-8600-B, 17½" diameter, standard steel blades, center hub hole ⅝" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, which was not marked, comes with spacer, which appears to be aluminum and may be Ford part number C2OZ-8546-D, also not marked, \$65. Generator assembly C2OE-10039, unrestored/untested, includes generator core, flexible shield and brackets, \$190. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com. NJ. 190300

Don Branson's collection of good used parts for 1960–1969. Hoods, \$75; Doors, \$75; Grilles, \$150–800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or cell 636-357-8522 or email jlwbranson@mail.win.org. 190310



Very rare Ford Falcon 1967 Futura Sports Coupe complete set of side mouldings. Restored and detailed. \$700 + shipping. Contact for additional information at voltairegr@yahoo.com, 619-988-5274. CA 190302

1960–70 Falcon Wagon/Sedan Delivery tailgate cranks w/keys, single action gate, good used to NOS, \$195 to \$450. 1966–70 Sport Coupe vinyl top trim, two pieces, rare, good driver quality, \$125 for the set. Econoline horn buttons, \$35 each, one left. 1964–65 horn buttons, nice chrome, \$25–\$50 each. 1963 taillight lens, one pair w/back-ups, Glo-Brite, NORS, \$80 for the pair. Used 1965 taillight lens, all four styles, \$150 to \$200 per pair. NOS Falcon parklight lens, pairs, 1960: \$40, 1962–63: clear, \$40, amber, \$25, 1966/67, \$75. 1964 Futura Horn rings, driver quality to very nice, \$60–\$175. 1964 NOS taillight lens, no backups, \$90 a pair; w/back-ups, \$200 per pair. 1970½ Falcon dash cluster complete, \$100., shows 28K miles. 1960–63 Comet dash clusters, one early, one late, very nice chrome, \$195. 1962–63 Futura 13" wheel covers, \$40–\$100 per set; '62 Futura front fender spears, good driver quality chrome, \$175–\$300 per pair. 1963 mid-model/custom front fender spears, three sets of good–very good driver quality, \$100 to \$200 per set. New six-cylinder header set, fits a 1966–70 engine bay, \$395. Four bbl manifolds OEM Ford, C6OE, \$125 (2); C4OE, \$395. 1964–65 Squire trim, four complete doors, two complete quarter panel trim, one RF fender trim, one excellent steel Squire fender; no tailgate trim, \$495 for all. Three Holley carbs on an Offenhauser intake manifold w/linkage and chrome air cleaners, \$750. Body Parts: 1960–70½ doors, fenders, hoods, trunk lids, two '63–65 hardtop tops. What do you need? We have a 30+ year collection of Falcon and Comet parts. Please call/email Lenny Kellogg at Kellogg's Garage with your needs, lpbroadband.net or 970-593-1964. CO. 190314

PARTS WANTED

Original stainless trim that mounts to the console (fore and aft center) lid for 1964–65 Falcons. Contact Steve Brown at theobrowns@charter.net or call me at 541-440-2697. 190326

Falcon 289 HiPo Exhaust Manifolds, 1965 Falcon Wagon S.S. roof mouldings. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 190202

289 Hi Po San Jose built four-speed radiator. Top tank is stamped: C4ZE W-MO G2 2-65. 3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part number on air horn, C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part number on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition, either used or NOS. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 190303

1963 Falcon Sprint Hardtop. I would like for it to be in original condition. Color not important, but favor white or black exterior with red interior. Want four-speed and buckets with console and complete as possible. All Sprint hardtops considered, any condition. Midwest country preferred. efeshelby@gmail.com; 618-610-9402. IL/MO. 190300



Wanted: 1962/63 Falcon wagon rear/tailgate emblem. I think part # is C2DB-5942514-A. Looking for NOS or very good condition, or at very least, no cracks in the plastic or pits in the chrome. I would buy a near perfect plastic piece by itself. It is about 7 3/4" wide. Got one? Call me at 316-283-3316 or email nelson307@att.net. KS. 190331

Restoring 1965 Falcon Ranchero Delux, need NOS grille, dash chrome molding, drip rail mouldings, die moldings (single), bed edge stainless with moldings. Contact Don, autobodydoc71@gmail.com. CO. 190299

MISCELLANEOUS FOR SALE

Shop Manuals by Ford: 1960–63, \$34.95; 1964–68, \$49.95 each; 1969–70, \$59.95 each. 1963 Owners Manual, \$14.95. Part Interchange Manual, 1960–65 or 1963–70, \$39.95 each. Falcon 140 page Road Test book, 1960–70, \$19.95. Hardcover Falcon History book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. 180299

MISCELLANEOUS

If you're interested in forming a Capital Region New York Chapter of the Falcon Club, please contact Vic Falcone,

WHERE IS MY AD?

Please re-submit your classified ad each month if you would like it to continue to run.



Our 1965 Sprint Convertible

Continued from page 17



enhancements. The only major alterations we made were to change her to a five-speed, swap her tired 289 for a 342 CID stroked 5.0, and add four-wheel disc brakes.

When we moved to Colorado in 2001, I drove her to her new home and joined the Mile- Hi Chapter. In 2006 when we retired and moved back “home” to Tennessee, she got to ride on her new trailer. Since 1994 she’s been to 20 FCA Nationals, many Regionals and countless local shows/cruises and we’ve enjoyed every minute of it. In the next couple of years we plan to send her off for more in-depth cosmetic work, while we drive her sister, a 1964 hardtop.

—David Wagner (FCA #5476)
Harrison, Tennessee

David and Mary Wagner are active in the leadership and promotion of the Falcon Club of America. Dave currently serves as the FCA's South Eastern Regional Director and Mary is Chapter Coordinator. They spend their winter in Florida enjoying retirement and driving their Falcons. We appreciate all they do for the club.



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The All-New 1966 Falcon

line features a total of 10 models in three series. Included are two- and four-door sedans and four-door station wagons in both the Falcon and Futura series, plus a new Falcon Futura Sports Coupe. Discontinued from the 1965 listing are the two-door hardtop, convertible, two-door station wagon, and Falcon Squire station wagon. There's also a Station Bus, Club Wagon, and Deluxe Club Wagon—all continuations. The "extended body" option, formerly available only on the Station Bus, is now available on all three of these models.

The very sporty Futura Sports Coupe comes with wide bucket seats, paint striping, and 14-inch wheels with simulated knock-off wheel covers. Standard engine for the Sports Coupe is the 120-hp, 200-cubic-inch six, with the 200-hp "289" V8 optional. On all other Falcon models, the "170" six, rated at 105 hp for cars and 109 hp for buses, is standard. The 120-hp six and 200-hp V8

are optional on all cars. The only optional engine for buses is a "240" six rated at 150 hp, which isn't available in the cars. All Falcon engines are designed for regular fuel only.

A three-speed manual transmission is standard, with a three-speed Cruise-O-Matic automatic optional on all models. Also, a fully synchronized, four-speed manual transmission is optional with the V8 engine on all models except wagons.

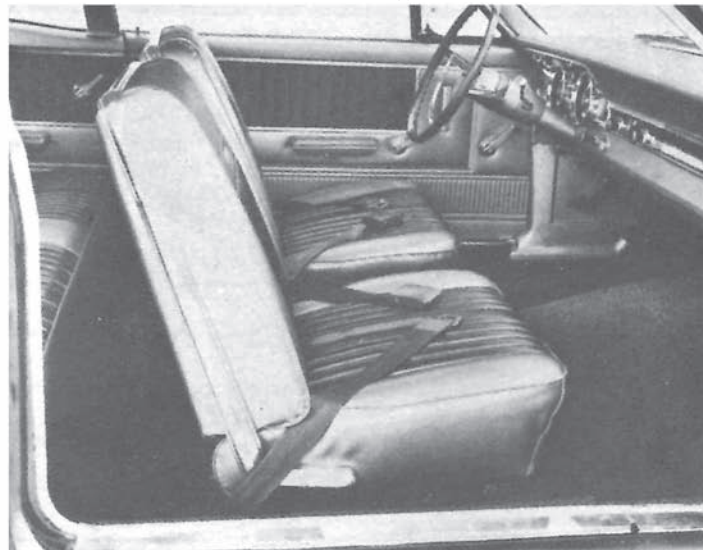
The Falcon's new wheelbase is increased 1.5 inches to 110.9 for cars. Overall length is up 2.7 for 184.3 total. Station wagons got a substantial size increase. Wagons are now 113 inches in wheelbase and 198.7 in overall length (increases of 3.5 and 14.4 inches respectively). This has resulted in a highly useful extra eight cubic feet of cargo space. Treads have been widened to 58 inches front and rear, an increase of as much as three inches



Above: Unswept rear fender on new Falcon shows sporty look derived from Mustang; '66 models have longer wheelbase, wider tread. Below: Ranchero pickup gets slicked up this year. Unitized construction plus redesigned front and rear suspension give better ride.



Above: Curved window glass is new on Falcon. Year-around, combined heat/air-conditioning system may be fitted as an option. Below: Higher and wider doors increase accessibility. Noise transfer from engine, has been cut down with new catwalk bracing for mill.



in some models. Heights are unchanged, giving the Falcons a long, low look. The use of curved side glass ups passenger room to an even greater extent than the overall size increases. Curb weights have risen only about 150 pounds.

The Falcon now shares many components with the '66 Fairlane, including the redesigned front suspension, its salient feature being a higher roll center. This keeps the outside front wheel more nearly upright when the body rolls in a corner, improving adhesion and reducing understeer. The rear leaf springs are wider and longer, which means that they give improved side location to the axle but still offer a good ride.

Reversible keys have been borrowed from the larger Fords, and power brakes are available on Falcons for the first time. A rather sophisticated integrated heater/ air conditioner with a de-humidifier is now available. It's incorporated into the instrument panel, so it won't interfere with knee room.

We tried a Falcon Futura Sports Coupe on Ford's flat, tight ride and handling course. It had the 200-hp V8 and manual four-speed, but nothing special about the suspension or tires. It leaned a lot because it's softly sprung for a good ride. But *stick*...it seemed that, no matter how hard we tried, we couldn't break it loose when

—Continued on page 26



All four wheels on the pavement during hard connering maneuver by MOTOR TREND driver show stability of redesigned suspension.

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Ranchero Lower B-Pillar Cover

By Dick Harrington

When I received my 1963 Falcon Ranchero, the interior was mostly missing. Using internet photos, looking at other Rancheros at car shows and shopping Falcon parts vendors, I gradually figured out what the inside interior should look like. Since the Ranchero shared most of its interior with a Falcon most replacement parts were available. The one area that left me somewhat mystified was the lower B-pillar area. There were screw holes that indicated something had been there and the windlace needed something to secure it against the door. Looking at other Rancheros, I was pretty sure that Ford used Masonite panels to cover this area and maintain the windlace. What was a little confusing being that many Rancheros had carpet, some had cardboard, plywood, paneling and some had nothing. My solution was to make a pattern and cut the B-pillar covers out of Masonite.

While at the 2017 Sacramento Falcon Nationals, I mentioned to Tim Holland, co-owner of Rhino Fabrication, about my Masonite lower B-pillar covers and that it would be nice to have covers that matched the kick panels. I offered Tim my patterns and his son Chase drew them up and cut a pair out with their CNC flatbed cutter. A prototype set was sent to me and with a very small amount of trimming they were quickly test fit. A couple coats of vinyl dye and the results are very impressive to say the least. So, if you have a 1960–65 Ranchero and you are looking to improve the looks of your lower B-pillar area, Rhino Fabrication has just the right product for you.



The Rhino Fabrication B-pillar cover on the left compared to my Masonite cover.



*Passenger
side*

◀ *before*

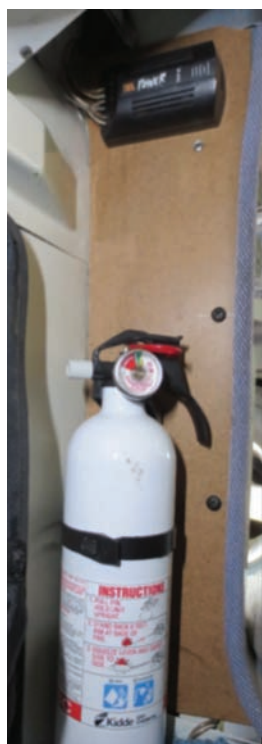
after ▶



*Driver
side*

◀ *before*

after ▶



CALENDAR OF EVENTS

MARCH 29–30, 2019
SOUTHERN COAST REGIONAL
PENSACOLA, FL

Hosted by Southern Coast Chapter

APRIL 5–6, 2019
TEXAS REGIONAL, TOMBALL, TX

Hosted by Third Coast Chapter

JULY 11–13, 2019
FCA NATIONAL, WINTER PARK, CO

Hosted by Mile Hi Chapter

AUGUST 16–17, 2019
NORTHEAST REGIONAL, WARWICK, RI

Hosted by Northeast Chapter

SEPTEMBER 6–7, 2019
MASON/DIXON GETTYSBURG REGIONAL
EMMITSBURG, MD

Hosted by Mason/Dixon Chapter

OCTOBER 3–6, 2019
TENNESSEE REGIONAL
TOWNSEND, TN

Hosted by Tennessee Valley Chapter

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1966 Falcon

—Continued from page 23

powering through turns. The outside wheels would hang on for dear life while the inside rear would start to spin, limiting the amount of power applied.

The reason for this fine cornering behavior's twofold. First, the good old lightweight "289" doesn't overburden the front end. And second, the new front suspension geometry, with a higher roll center, keeps the outside front wheel square with the pavement. Both work to keep the front end from washing out or understeering in turns. Another combination that impressed us was a handsome new wagon with the 200-cubic-inch, 120-hp big six and automatic. For a wagon, this one was very maneuverable, too. The new Selectaire heater/ air conditioner is integrated into the instrument panel so it can't interfere with passenger room. An advanced feature is a reheat cycle to de-humidify incoming air.

For 1966 there were 10 new Falcons to choose from. Heading the list was the snappy, new Futura Sports Coupe. Bucket seats, deluxe wheel covers, a sporty accent stripe and a lively 200 cu. in. six were standard. For plenty of comfort and luxury, there were the Futura four-door Sedan and Club Coupe with plush interiors, wider door openings and greater shoulder room. The Falcon four-door Sedan and Club Coupe—two of America's lowest-priced cars—featured good looks, comfort and convenience. And to round out the line there were five versatile wagons.

Models Available:

Sedan	Futura
Station Wagon	Ranchero
Econoline Van	Econoline Pickup
Club Wagon	Custom Club Wagon
Deluxe Club Wagon	

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1966 Falcon proportions are Mustang-like, with short rear deck and zooming-out hood. Handiness improves by lowering trunk sill four inches, so luggage is easier to get in.



New door is thinner, curved to add room. Separate air conditioner remains optional.

Drop or swing-open tailgate is the new convenience for Falcon wagons. Eight more cubic feet of luggage capacity make it a big one.



Popular Ranchero has chrome bead around load bed. Whitewalls, full wheel discs, and bucket seats make for stylish pickup travel.



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401-823-1059
cbricris@aol.com

Mike Sigler (3)
14475 S. Big Hill Rd.
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228-596-9160
mikesiglerfalcon@gmail.com

Richard Harrington (2)
15725 State Highway 28
Delhi, NY 13753
607-746-2213
rharrington2@stny.rr.com

James di Zerega (1)
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303-601-2628.
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TREASURER

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North Bend, NE 68649
402-690-0652
treasurer@falconclub.com

NAT'L FALCON NEWS EDITOR

Janet Wilkerson
22806 Bradford Ln. Ct.
Blue Springs, MO 64015
editor@falconclub.com

CLUB STORE MANAGERS

Mary Biehl / Bonnie Stringer
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Please use email or snail mail.

INTERNET DIRECTOR

Wally Tirado
7101 Sharps Dr., Plano, TX 75025
214-215-7485
admin@falconclub.com

WEBMASTER

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webmaster@falconclub.com

CHAPTER COORDINATOR

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
fcamary@baldwinpines.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
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717-469-7252
afutura@verizon.net

SOCIAL MEDIA DIRECTOR

Dee Bowes
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SOUTH EASTERN REGION

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Giving Back

www.littlepink.org



After the 2015 Rhode Island National Falcon Meet, the Northeast Chapter donated \$1,000 to an organization called Little Pink Houses of Hope. My daughter spoke at the Ladies Tea about this organization that gives breast cancer survivors and their families an all-expense paid week-long retreat to a beach house. During this week families get away from doctor visits and get to share stories and spend time with each other. People find they can open up and talk about things that maybe they were afraid to talk about before. The organization is run by all volunteers.

Seven years ago at age 48 my daughter was diagnosed with breast cancer. After months of surgery, radiation and chemotherapy, she was medically free of the cancer. For women who go through breast cancer, the medical solution is only half the problem. Many are left with psychological problems that are not so easy to solve.

About a year after surgery my daughter and her family were chosen to attend one of the Little Pink Houses of Hope's retreats on the beach in North Carolina. Upon returning from that retreat my daughter was a changed person. After spending time with the other families, she gained the strength and mental assurance that she was going to make it. It was a life-changing adventure.

On the return trip from the retreat my daughter, son-in-law and granddaughter decided that they would volunteer their time to help other families. My daughter has volunteered four to five times each year since.

The \$1,000 donation from the 2015 Convention sponsored two families for a week. Rick Bowes, Northeast Chapter president, said he received a very moving phone call from one of the women that we sponsored thanking him for this opportunity.

At this year's Regional, the Northeast Chapter's Board of Directors voted to donate \$600 to sponsor another family. This act has a very special spot in my heart as well as my daughters, and I want to thank the chapter for it. Hopefully it will make a difference in another woman's life.

— Ray Chevalier (FCA #3076)
Lehigh Acres, Florida

This article was previously published in *The Falcon Times*, Northeast Chapter Newsletter; Kevin & Lauren Gabel, Editors

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FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

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1965 Ranchero with a P39 Cobra and a P-51 Mustang at the 2017 San Marcos Airport Car Show in San Marcos, Texas.

—Gary Brubaker (FCA #4099) of Austin, Texas